

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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The 1 Brigade of the Railroad Recovery Bureau

1. Between February and September 1952 the strength of the 1 Brigade, Railroad Recovery Bureau, also called the 584 Unit,¹ was increased from 1,500 men to 2,500 men.

The 2 Brigade of the Railroad Recovery Bureau

2. In early September the headquarters of the 2 Brigade, Railroad Recovery Bureau, also called the 593 Unit,¹ was in a dugout at CV-735221, near Hamhung (N 39-54, E 127-32) (CV-7517). The brigade, commanded by Major General CHŎN Tok-cho, included a rear service bureau, a political bureau, and a staff bureau. The rear service bureau included provisions and clothing sections. The political bureau included a chairman for the North Korean Labor Party, a chairman for the Democratic Youth Alliance Committee, and a propagandist. The staff bureau included the staff personnel, ordnance, finance, confidential, and rank and file sections; and the technical, water supply, and transportation companies. The technical company was in three tile-roofed houses at Hungsang-ni (N 39-56, E 127-31) (CV-7321). It was organized into four platoons. The 1 Platoon was a lathe unit, the 2 Platoon an assembly unit, the 3 Platoon a foundry unit, and the 4 Platoon a carpentry unit. The equipment included four

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lathes, one foundry, one circular saw, and other tools. The company made 200 ties, 3 trolleys, and other parts every day. The water supply company was in three barrack-style shelters at CV-734210, near Hungsang-ni. It maintained water supply facilities at railroad installations. The transportation company was in private houses at Hungsang-ni. It transported supplies for the brigade.

Locomotive Maintenance Shop in Sŏp'yŏngyang

3. In early September the repairs on the locomotive maintenance shop attached to the Sŏp'yŏngyang (N 39-02, E 125-45) (YD-3824) marshaling yard were completed and the shop was to have been reopened by mid-October 1952. The repairs were made necessary by the United Nations bombing on 16 June 1952.

Locomotive Maintenance Shop on the Hamgyŏng Main Line

4. On 15 October a locomotive maintenance shop was in a new tunnel, 840 meters long, which was parallel to and 8 meters southwest of the old Hamgyŏng Main Line tunnel extending from CV-999183 to CV-996188, south of Sanggot'al (N 39-55, E 127-49) (CV-9919). The shop was established by the Hamhung Railroad Department. Thirty skilled technicians and fifty unskilled workers operated the shop in shifts on a 24-hour basis. The shop was capable of repairing 8 locomotives at one time in addition to parking 8 more. When repairs were completed on a locomotive, it was moved from the shop tunnel to the Hamgyŏng Main Line tunnel beside it or to another tunnel at CV-989167, near T'oejo (N 39-54, E 127-47) (CV-9617). The shop tunnel was reinforced with concrete at the southern end; the northern end was not completed and was still supported by wooden beams. It was ventilated by 4 ventilators, each with a diameter of 40 centimeters.

1. [REDACTED] for information on the North Korean Railroad Ministry and its subordinate units including the 584 Unit and the 593 Unit.

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